

Montana and the Sky



Vol. 31, No. 11

MONTANA AERONAUTICS DIVISION

November, 1979

HELP!

The Montana Airport Directory is now being revised and updated for 1980. We would appreciate your help in letting us know of any changes in airport facilities, procedures, names or phone numbers. We would especially like to have names and phone numbers for contact persons at those airports that do not have FAA facilities on the field. Please take a few minutes to look through your directory and let us know of any changes.

Let's Make It Clear

The front-page article on Bitty Morrison Herrin did not make it clear why she was getting coverage. Our apologies!

Bitty was presented with the International Northwest Aviation Council's (INAC) Aviation Roll of Honor Award. Each year one or more recipients of the honor are chosen by members of the Board from nominees submitted by INAC members. The selection is generally based on a person's promotion of the field of aviation and promotion of public understanding and acceptance of aviation's value to the community.

Again, our apologies for not making this clear!

NOTICE

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The Montana Aeronautics Division has already conducted four searches for downed aircraft so far this year. These searches were all hampered by not having the aid of an ELT. According to Airworthiness Directives 79-05-02 and 79-18-05 aircraft owners have until March 28, 1980, to replace effected ELTs; there will be no further extensions. Snow, cold, and typical Montana winter weather is fast approaching. Although FAA approved replacement batteries may not yet be available for your present ELT, why not install an approved type ELT in your airplane NOW rather than wishing you had???



Only a portion of the crowd gathered to celebrate the Missoula County Airport Dedication.



Administrator's Column

I was privileged to participate in the Missoula County Airport Dedication on October 21. The Airport Board, Airport Manager, Chamber of Commerce and County Commissioners are to be congratulated on the opening of this new facility.

★ ★ ★ ★ ★

I attended a Civil Air Patrol mock search during the weekend of October 27th. In addition to ground search teams there were several airplanes involved in the exercise. The CAP has been actively involved with our Division in the search for downed aircraft in western Montana. They should be particularly commended for their success in involving young people in their programs. We appreciate their involvement in our search responsibility.

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The Federal Aviation Administration held fact finding meetings in Billings and Helena in October to inform the general aviation public of their study results regarding the two General Aviation District Office's (GADO) resources and productivity. The FAA is proposing to consolidate the Billings office into the Helena office. Strong opposition to this proposal was voiced by the general aviation people in attendance at both meetings. Their concern centered around degradation of required FAA services which are already insufficient to meet their needs. The FAA has taken the information received under advisement and will announce their decision in December. The Montana Aeronautics Board has taken a strong stand in support of the general aviation public by opposing the FAA proposed merger.

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The availability problems of aviation gas in Montana was recently brought to light by a state wide survey conducted by our office. We found that nearly every FBO in the state is presently experiencing serious shortages of avgas. Some operators have been out of fuel for the past two months while others have experienced periodic shortages.

Most operators who have fuel are rationing to customers while some are holding back their remaining fuel for their own charter operations.

The MATA met with Lt. Governor Schwinden on October 30 to discuss the seriousness of the problems. FBO's advised Lt. Governor Schwinden that their problem is not necessarily with the allocation system but primarily with availability. Some had not even received their October allocation.

Lt. Governor Schwinden subsequently arranged a meeting with the officials of the Department of Energy, Exxon Oil Company and the MATA in Billings on November 6. The DOE representative was unable to attend the meeting due to conflicting commitments. Many FBO's along with bulk oil jobbers and a representative from the Montana Energy Division attended the meeting. Exxon Oil, the only refinery in Montana producing avgas, was represented by Mr. Roy Weiland, Refinery Manager.

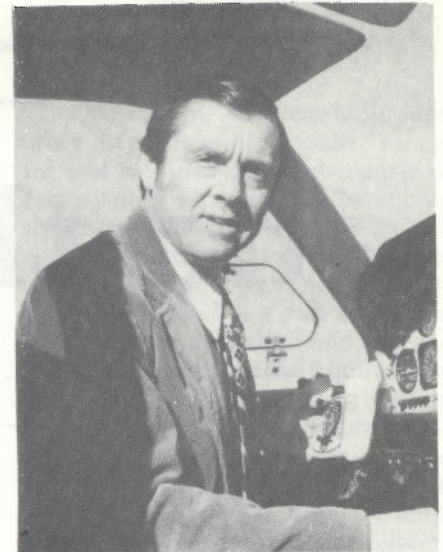
Although the future appears to be bleak, a strong effort will be made to solicit other oil companies serving Montana to participate in exchange agreements with Exxon.

If any FBO's throughout the state would like to comment regarding this problem feel free to contact our office.

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The Montana Aeronautics Board held a hearing on October 17 to consider the application of Big Sky Airlines for industrial revenue development bonds. The Board, after reviewing testimony and upon deliberation took action to grant preliminary approval of the concept of the issuance of the bonds.

This is the first industrial revenue bond hearing to be conducted by the Aeronautics Board. The 1979 legislature passed into law House Bill 845 which places this authority and responsibility on the Board.



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Creative Press



Mr. Bill Murray, Missoula County Airport Board Chairman, cut the ribbon in celebration of the new terminal building.

New Billings Airport Manager

Bruce Putnam is the new manager of Billings Logan International Airport, succeeding Dale Norby, who resigned in August to take over as president of Big Sky Airlines.

Putnam, who will head operations in one of the 100 busiest airports in the United States, has been assistant manager at the airport. He came to Billings almost two years ago from Bozeman, where he worked for TAP, Inc., an aviation consulting firm. He graduated in 1964 from Fergus County High School in Levistown and holds bachelor's and master's degrees from Montana State University.

The South Dakota native, who has lived in Montana since he was 14, considers his Army service in Korea and Vietnam as his "start in aviation."

Putnam was assigned to an aircraft maintenance battalion overseas.

"We have a big airport for a city the size of Billings," Putnam said when told of his appointment, "and I'm happy to be able to play a part in its continued growth and activity."

A search is already under way to fill the assistant manager's job at the airport.



Mrs. Bob Johnson (left) and Mrs. H.O. Bell unveil the bronze plaques during the Missoula Airport Dedication while Mr. Johnson watches.

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Daniel J. Haag, Havre
Mark A. Pyrak, Havre
Richard K. Strandlof, Missoula
Michael J. Lorang, Bozeman
Kenneth J. Busko, Great Falls
David E. Fine, Missoula
James C. Lane, Deer Lodge
Randy W. Hinebauch, Chinook
Michael M. Durant, Polson
Robert W. Bowman, Bigfork
Dallas R. Lavy, Corvallis
Joseph E. Raible, Jr., Condon
McRay Evans, Bozeman
Larry J. Perkins, Bozeman
William, R. Thibodeau, Missoula
John O. Allman, Chinook
Mary M. LaMoy, Missoula
Scott A. Krueger, Bozeman
Randy L. McClung, Great Falls

MULTI-ENGINE

William J. Valley, Great Falls (add to CFI)
Gregory D. Halvorson, Missoula (add to CFI & ATP)
David M. O'Connel, Butte (add to CASEL)
Michael D. Jones, Butte (add to CASEL & CFI)

INSTRUCTOR

Vernon N. Turner, Lincoln (renewal)
Bob F. Davis, Butte (Commercial)

Wilfred A. Werner, Great Falls (renewal)
Deanna R. Strand, Kalispell (Private)
Herbert B. Fisher, Jr., Manhattan (renewal)
Albert C. Newby, Belgrade (renewal)
Leroy M. Hayes, Kalispell (add to CASE & ME Land & Sea)
John H. Sheffels, Great Falls (Commercial)
Robert R. Chytraus, Great Falls (renewal)
Stephen H. Palmbush, Cut Bank (renewal)
William J. Valley, Great Falls (add MEL)

COMMERCIAL

Louis A. Norton, Butte
Dale R. Hovdey, Missoula
John H. Sheffels, Great Falls

Calendar

December 7 — Montana Aeronautics Board Meeting, Helena.

February 5 to 7 — Aviation Mechanics Refresher Seminar - watch for details in the December issue.

February 14 to 16 — Montana Aviation Trades Association Convention, Colonial Inn, Helena. Contact Karen Lathrop at 453-4021 (Great Falls) for further details.

February 23 to 25 — Flight Instructor Refresher Course - watch for details in the December issue.

March 11 to 13 — 6th Annual Aviation Maintenance Seminar, North Dakota. Contact David Carlson, Williston (701) 572-3773 for further details.

June 29 — Flying Farmers Queen Joan Wilson Fly-In, Moore, MT.

New Airport Restaurant

The Gateway Cafe at the Lewistown Airport opened again on October 15, 1979. The operator, Don Hepburn, stated that he intended on serving breakfast and lunch, Monday through Friday. As business picks up he will consider keeping the restaurant open for dinner and perhaps weekends.



Patti Thompson, Chairman of the Air Race.



Bill Holter, Great Falls, flew this Beech Baron and came in first place in Class 1A.



Jim Thompson, Great Falls, flew this Mooney Super 21 and came in first place in Class 1B.

Third Annual He

The third annual Halloween Air Race from Great Falls to Jackpot, Nevada, held October 6, was the largest race to take place to that small desert oasis. Thirty-one (31) planes from Great Falls, Butte, Superior, Three Forks, Conrad, Cut Bank, Kevin, Lewistown, Forsyth, Hysham, Brady, Glasgow, Gildford, and Rudyard departed the Great Falls International Airport on the 420 mile course at intervals of one to three minutes apart and were all airborne in less than 45 minutes (Northwest and Western had to slip in!).

Four classes of planes competed for over \$3,000 in cash prizes. The race is sponsored by Cactus Pete's in Jackpot. Here are the winners for each class:

Class 1A

- 1st place - Bill Holter, Great Falls, Beech Baron
Time 2:10:28 \$225.00
- 2nd place - Richard O'Brien, Conrad, Beech Bonanza
Time 2:24:14 \$175.00
- 3rd place - George Tillitt, Forsyth, Cessna 210
Time 2:24:14 \$125.00
- 4th place - Ron Lentzner, Glasgow, Cessna 210
Time 2:25:47 \$100.00

Class 1B

- 1st place - Jim Thompson, Great Falls, Mooney
Time 2:50:10 \$225.00
- 2nd place - Bill Meisberger, Forsyth, Piper Arrow
Time 2:59:10 \$175.00
- 3rd place - John Monroe, Kevin, Piper Commanche
Time 2:59:21 \$125.00

Class 2

- 1st place - Tom Franken, Great Falls, Varieze
Time 3:08:05 \$225.00
- 2nd place - Larry Eliason, Great Falls, Cherokee 140
Time 3:24:10 \$175.00
- 3rd place - Ruth Smith, Rudyard, Cessna Cardinal
Time 3:26:10 \$125.00
- 4th place - Dick Hansen, Gildford, Cessna 172
Time 3:42:52 \$100.00

Class 3

- 1st place - Herb Sammons, Cut Bank, Cessna 180
Time 2:32:11 \$225.00
- 2nd place - Clarence Heberle, Forsyth, Cessna 182
Time 2:24:15 \$175.00
- 3rd place - Roy Hollandsworth, Brady, Cessna 182
Time 2:46:56 \$125.00
- 4th place - Dick Brown, Conrad, Cessna 185
Time 2:48:06 \$100.00

Due to a timing error by the race officials in Jackpot, duplicate prizes in Class 3 from 3rd to 6th place were paid.

- 3rd place - Bill Spicher, Hingham, Cessna 182 \$125.00
- 4th place - Wade Smith, Butte, Cessna 182 \$100.00

Special prizes awarded at \$25.00 each:

- Oldest Pilot - George Tillitt, Forsyth
- Youngest Pilot - Mark Giskaas, Great Falls, 27 years
- Oldest License - Bill Meisberger, Forsyth, 37 years
- Newest License - Larry Eliason, Great Falls, 9 months

The last plane to arrive in Jackpot was Terry Miles, Superior. This was not by choice, of course. Miles landed in Dillon to refuel . . . no gas! Went on to Pocatello, Idaho, refueled and continued on. Terry also won the award of entering the oldest plane, a 1956 Tripacer. Not discouraged, Terry said that he would be back in the 1980 race scheduled for October 4, 1980.

Halloween Air Race

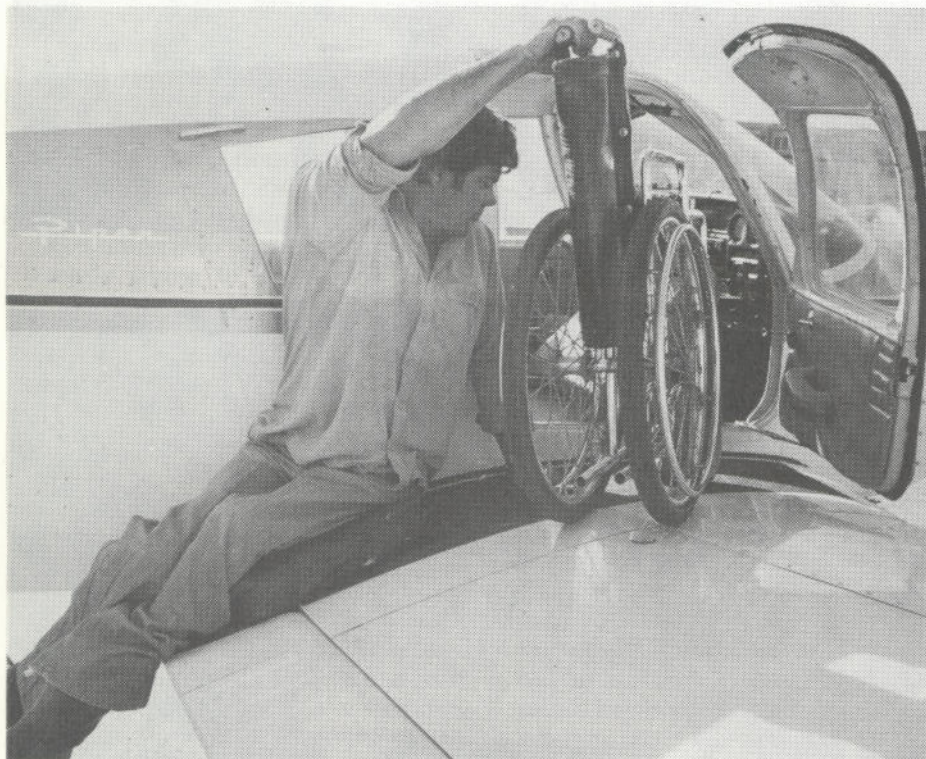
A new paved runway is set for an early construction date at Jackpot. In the event the runway is not completed by race time, the race will be postponed until 1981.



Tom Franken and his wife Marilyn, placed first in their class. They are pictured here in their Varieze.



Richard and Annamae O'Brien came in second in their class.



Larry Eliason, Great Falls, placed second in his class. This was Larry's first race.



Herb and Phyllis Sammons, Cut Bank, came in first in their class in the Halloween Air Race.

New Flying Farmers Officers

During the Flying Farmers Convention held in Wolf Point last month the following officers were elected:

President — Walt Dion, Havre
 Vice President — Harold Dyck, Wolf Point
 Director — Dave Stephens, Dutton
 Director — Floyd Johnson, Wolf Point
 Director — Russell Unruh, Chinook
 Secretary/Treasurer — Marilyn Leninger, Lewistown
 Queen — Joan Wilson, Moore

Congratulations to all the new officers. We look forward to working with you during the coming year.



New Flying Farmers Officers, left to right, Russell Unruh, Walt Dion, Marilyn Leninger, Jim Stephens, Harold Dyck, and Floyd Johnson.



Past Flying Farmers' President Dave Stephens and his wife Shauna at the Flying Farmers Convention held in Wolf Point.



Past Queens gathered for a group shot.



Queen Joan Wilson, her husband Guy, and daughter at the recent Flying Farmers Convention.



A portion of the flying farmers who showed up for the convention.

"Tail Dragger" Tips

Contrary to popular belief the conventional landing gear aircraft is still very much a part of today's General Aviation scene. To those pilots who have never flown a conventional gear aircraft, a certain mystique or enchantment lures many "tricycle gear" pilots to try a "tail-dragger" to see what it's like. To do this without some good, solid training (not merely a "checkout") could create some rather disastrous results. To those of you who aspire to checking out in a tail wheel aircraft, we might offer a few tips. Without going into a long drawn out explanation involving dynamics, moments, etc., let's consider why a tail-dragger can be a directionally uncontrollable beast on the ground in the hands of the inexperienced. Basically, it is due to the location of the aircraft Center of Gravity behind the main landing gear. In comparison the CG of a tricycle gear aircraft is found ahead of the main landing gear. This is the reason why the tri-gear is so much easier to master than the tail-dragger. The force arrangement being what it is, the tri-gear aircraft has superb ground control characteristics. Whereas the tail-dragger, due to its CG landing gear arrangement, is constantly trying to swap ends. Some flight instructors refer to this as the "big end" fighting to swap places with the "little end!" — the ultimate result — a ground loop!

Let's consider for a moment - what exactly is a ground loop? A ground loop is an uncontrolled turn during ground operation that may occur while taxiing, taking off, and especially during the after-landing roll. A ground loop evolves out of an initial swerve that eventually becomes uncontrollable. This first swerve may be caused by touching down in a crab or while drifting or by the weather-vaning tendency of the aircraft on the ground. A swerve may also be caused by careless use of the rudder and/or brakes, uneven ground or a soft

spot in the landing area. In a tailwheel aircraft a swerve "releases the elephant"—centrifugal force - and if allowed to go unchecked — Katy, bar the door!!

Let's take a closer look at the "the elephant." Centrifugal force is the outward force exerted by a body moving in a curved path. We might say that it is the force that resists the change in direction and attempts to keep the body moving in the original direction. It is the force that makes a fast moving auto go around a right turn on the two left wheels. Since all the weight of an object is considered as being concentrated at the CG, it is at this point through which the centrifugal force acts. For the extent of this article, let's consider what the tail-dragger pilot should know in order to avoid or control a swerve during the after-landing roll. Let's assume we have achieved a good full stall, 3 point touchdown. The stick is fully back and we are now confronted with the after-landing roll. The key lies in the proper use of rudder, elevators and, if necessary, brakes. Immediately after touchdown, when speed is fast the rudder is very effective because the relative wind exerts pressure on the exposed side of the rudder surface and causes an immediate reaction. As speed decreases, relative wind pressure decreases and the rudder becomes less effective for directional control. Under light and variable or calm wind conditions or when landing with a slight tailwind, it is possible to be rolling down the runway at a good rate of speed and have very little rudder effectiveness. As we lose this rudder effectiveness the tailwheel becomes more important for directional control. The steerability of the tailwheel depends on the amount of pressure exerted upon it through the use of "up-elevator." In a tailwheel airplane, keep the stick back-hard during the landing roll. This will keep the tailwheel "pinned" to the runway and aid in directional control. Keep in mind, however, that during a severe swerve, the effectiveness of the rudder and tailwheel is negligible, and even more so if you relax the back pressure and allow the tailwheel to

rise off the runway. Brakes will have to be used to control the aircraft's direction. Think about it—in a swerve the tailwheel will resist the swerve to some extent due to friction by the imposed side load. If you let the tail come up, the centrifugal force induced by the swerve has little resistance and the ground loop is about to happen—very quickly!!

Remember, during the landing roll, keep the tailwheel "pinned" to the runway. If a swerve starts, be ready with the brake even as you go in with the rudder. If you don't get instant results from the rudder, then the brake must be used. At times a swerve can be violent enough to require the simultaneous application of rudder and brake.

In summary, don't get the idea that it takes a superman to handle a "tail-dragger" on the ground because it doesn't—but in order to be consistently safe it does require a thorough understanding of tailwheel aircraft ground handling characteristics, sound training and frequent practice. Far better to be a pilot capable of avoiding a ground loop rather than finding you have suddenly become a "passenger" riding through one.

(Al Milana — Nebraska GADO)



Cautionary Note

Because it germinates and grows so rapidly, rye grass is often planted after extensive grading or excavation. Rye has a habit of producing a lot of seed that attracts birds; hence, a danger to aircraft. The suggestion is made that grass varieties other than cereal be used for airport ground cover.

NOTAM

There will be no fuel or repairs available at the Chester airport henceforth. To check on field conditions, call 759-5116.



Terry Miles, Superior, won the award for the oldest plane entered into the Helloween Air Race.

Experimental Aircraft Certification Ruling

Owners of amateur-built and other experimental aircraft, except for test and development models of factory-built aircraft, will be spared the chore of having their aircraft recertified every year under a new rule adopted by the FAA. Under the new procedures, the FAA will certificate such aircraft initially, and the airworthiness certificate will be valid for an indefinite period, with conventional "annuals" replacing the former recertification. It is expected the change will affect about 7,000 aircraft; FAA says it will save manpower. It is claimed that the old procedures required 22 man-years of FAA inspectors' time annually.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE— "To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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